

19980706.ba v02_n116.bam.980706

>From ???@??? Tue Jul 07 03:22:59 1998
Message-Id: <199807061833.NAA06872@sco.theporch.com>
Date: Mon, 6 Jul 1998 13:31:51 CDT
Subject: BOATANCHORS digest 2116

BOATANCHORS Digest 2116

Topics covered in this issue include:

- 1) FS: 1929/30 QST's
by Avery Comarow <acomarow@USNEWS.COM>
- 2) Re: Defense Edition ARRL Handbooks
by Steve Berg <z931086@corn.cso.niu.edu>
- 3) Teletype and Lots of Parts FS
by "Neal McEwen, K5RW" <nmcewen@metronet.com>
- 4) A Biley CCO in your past?
by MNHopkins@aol.com
- 5) Advice--SX17 restoration-low audio
by Bob Login <jlogin@gville.mindspring.com>
- 6) Advice--SX17 restoration-low audio-follow-up
by Bob Login <jlogin@gville.mindspring.com>
- 7) Re: Advice--SX17 restoration-low audio
by Scott Robinson <spr@earthlink.net>
- 8) SB-220 Power Cord Strain Reliefs...
by Sandy Gerli <angerli@connix.com>
- 9) Singer Metrics SA-3 manual needed
by "Benjamin D. Hall" <kd5byb@WT.NET>
- 10) Military T-195 - Still Looking
by Randy Best <rbest@primenet.com>
- 11) Little Window
by Dick Dillman <ddillman@igc.apc.org>
- 12) Zen and the art of R-390A (long)
by Morris Odell <morriso@vifp.monash.edu.au>
- 13) Re: Zen and the art of R-390A (long)
by Bill Hawkins <bill@iaxs.net>
- 14) Tek 547 quit triggering
by Bill Hawkins <bill@iaxs.net>
- 15) SX-101 Little Window
by Ralph Parker <rparker@istar.ca>
- 16) Little Window Again
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- 17) Europe - FS R 390 A
by "Ragnar Otterstad" <otterstad@inet.uni2.dk>
- 18) Re: TBY
by "Joseph W. Pinner" <kc5ijd@sprintmail.com>
- 19) HP-411A RF voltmeter FS

by "Joseph W. Pinner" <kc5ijd@sprintmail.com>
20) Need Tube
by "James D. Mayfield" <kb9bnr@revealed.net>
21) Submarine
by "James D. Mayfield" <kb9bnr@revealed.net>
22) Manuals needed
by JIM_ALLEN@HP-Cupertino-om5.om.hp.com
23) Wanted: RBO Manual
by Lenox Carruth <carruth@geo-thermal.com>
24) Windows in amplifiers
by Tom Taylor <ttaylor@Adobe.COM>
25) Help: 516F-2 trouble
by "JOSE V. GAVILA (EB5AGV/EC5AAU)" <eb5agv@ctv.es>

Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: Avery Comarow <acomarow@USNEWS.COM>
Subject: FS: 1929/30 QST's
Date: Sun, 5 Jul 1998 13:30:08 -0400
Message-Id: <17300884300447@usnews.com>

Got these dozen a couple of weeks ago from Don M. of this list, had a great time looking through 'em, and want to pass 'em to the next guy for what I paid Don--\$18 plus shipping. Here's the list:

1929: Feb. (no cover), Mar., May, July, Aug. Oct., Nov., Dec.
1930: Jan., April (2 copies), June

I want to sell them as a group. Takers?

Best, Avery W40GK

Message-Id: <359F6773.4A9BCA01@corn.cso.niu.edu>
Date: Sun, 05 Jul 1998 12:45:55 +0100
From: Steve Berg <z931086@corn.cso.niu.edu>
Mime-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Defense Edition ARRL Handbooks
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I have a rather worn copy of the 1942 Defense Edition and the corresponding course in radio fundamentals. When a mere tyke, I was exiled away from the adults at the family funcitons and my cousin would let me read these two books. Later he just gave them to me. They were

what excited my interest in radio and electronics, especially the VHF and UHF bands.

Steve WA9JML

Message-ID: <359F4786.26F3@metronet.com>
Date: Sun, 05 Jul 1998 10:29:42 +0100
From: "Neal McEwen, K5RW" <nmcewen@metronet.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Teletype and Lots of Parts FS
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

BAers,

I am posting this for another party. Please reply to him, NOT me!

"I own a model 14 teletype and 18 drawers full of parts for model 14 and 15 teletypes.

Would you know where or how I could advertize these to interested parties in order to dispose of them?

Thank you, Philippe Leblond, Montreal, pleblond@axess.com"

--

73 de K5RW, Neal McEwen, at "The Telegraph Office", nmcewen@metronet.com
A WWW Page for Telegraph Key Collectors and Historians
http://fohnix.metronet.com/~nmcewen/tel_off.html

From: MNHopkins@aol.com
Message-ID: <ea99229a.359fd1c7@aol.com>
Date: Sun, 5 Jul 1998 15:19:34 EDT
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: A Biley CCO in your past?
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

Before Dayton I bid on a HB 6M TX on eBay. I did not get it and, since it was one of those "reserve" deals so appealing to the anal retentive, I did not even find out how much it was. I was trying to get the Biley CCO in it, one of which I have never seen.

Today the October, 1947 issue of QST tells me in a full page ad at page 93 that a Biley CCO Model 2A is a packaged oscillator unit for use on 2-6-10-11 Meters using a 6AG7 and a Biley crystal. I learn further that they are featured in a Millen 90810 transmitter and, sure enough, there is a picture of

a rackmount Millen with one on the edge.

The use of one firm's stuff in another's rig continued. The Babb TRA-6 6M rig used an International Crystal FCV-2 RX converter, for instance.

So how about it, soldiers in the pre '50s army of amateur radio, ever use a Biley CC0?

73 de ab5L, michael in dallas, student of Tecraft and International (ICM) ham products and mementoes of Six Meters' Golden Age: 1957-58

Michael Hopkins

Box 226841

Dallas, TX 75222 MNHopkins@AOL.com

Message-Id: <199807051940.PAA06021@dewdrop2.mindspring.com>

Mime-Version: 1.0

Content-Type: text/plain; charset="us-ascii"

Date: Sun, 05 Jul 1998 15:35:15 -0400

To: Old Tube Radios <boatanchors@theporch.com>

From: Bob Login <jlogin@gville.mindspring.com>

Subject: Advice--SX17 restoration-low audio

Hello fellow BAers-- I hve a very good looking SX-17. Replaced most caps any any resistors that seemed out of spec.. Rx works but you must have switch on rf control on and audio all the way up to have any real audio volume. The quality of the signals are somewhat distorted but if u click off rf max control volume drops off very quickly but distortion is gone. Voltage on the 6v6's seems high 350 but cann't find anything wrong as there are few parts in this stage. Any thoughts??
Tnx & 73's Bob, AA8A

Message-Id: <199807052102.RAA18259@dewdrop2.mindspring.com>

Mime-Version: 1.0

Content-Type: text/plain; charset="us-ascii"

Date: Sun, 05 Jul 1998 16:57:36 -0400

To: Old Tube Radios <boatanchors@theporch.com>

From: Bob Login <jlogin@gville.mindspring.com>

Subject: Advice--SX17 restoration-low audio-follow-up

-Hi--Found out that headphones are not connected to 6V6's but to 6R7 Driver!! Output to speaker seems very good but to headphones its weak...more to follow.....

Hello fellow BAers-- I hve a very good looking SX-17. Replaced most caps
any any resistors
that seemed out of spec.. Rx works but you must have switch on rf control on
and audio all the way
up to have any real audio volume. The quality of the signals are somewhat
distorted but if u click
off rf max control volume drops off very quickly but distortion is gone.
Voltage on the 6v6's seems
high 350 but cann't find anything wrong as there are few parts in this
stage. Any thoughts??
Tnx & 73's Bob, AA8A

Message-Id: <v03007803b1c5aa5b3053@[153.34.29.197]>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Date: Sun, 5 Jul 1998 14:12:31 -0800
To: Old Tube Radios <boatanchors@theporch.com>
From: Scott Robinson <spr@earthlink.net>
Subject: Re: Advice--SX17 restoration-low audio

>Hello fellow BAers-- I hve a very good looking SX-17. Replaced most caps
>any any resistors
>that seemed out of spec.. Rx works but you must have switch on rf control on
>and audio all the way
>up to have any real audio volume. The quality of the signals are somewhat
>distorted but if u click
>off rf max control volume drops off very quickly but distortion is gone.
>Voltage on the 6v6's seems
>high 350 but cann't find anything wrong as there are few parts in this
>stage. Any thoughts??
>Tnx & 73's Bob, AA8A

Is is possible that this Halli, too, has a 600 ohm output and you have
attached a 4 or 8 ohm speakr to it? A matching transformer will do
wonders.

Experiment wiht a 12V filament transformer before you spend \$\$, but Antique
now has a high qulaity Hammond unit transformer for a reasonable price.

Regards,

Scott Robinson
spr@earthlink.net

Junque is GOOD for you!

Message-ID: <359FF4B0.A3751D6B@connix.com>
Date: Sun, 05 Jul 1998 17:48:32 -0400
From: Sandy Gerli <angerli@connix.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: SB-220 Power Cord Strain Reliefs...
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hi,

I need to find a good ol' husky snap-in strain relief for my SB-220 I'm restoing. Some poor wag tried to use several tie-wraps instead on the 12-3 power cord and his job looks bloody awful, besides being insecure.

Any sources for these strain reliefs?

--
Sandy Gerli, AC1Y
500 Country Club Road
Avon, CT 06001-2406
(860) 675-5566
E-Mail: angerli@connix.com

Life Member: ARRL, QCWA
Charter Member: Collins Collectors Association

"It is better to remain silent and be thought a fool,
Than to speak up and remove all doubt..." - Mark Twain

Message-Id: <3.0.32.19980705183341.00711f8c@mail.wt.net>
Date: Sun, 05 Jul 1998 18:33:45 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: "Benjamin D. Hall" <kd5byb@WT.NET>
Subject: Singer Metrics SA-3 manual needed
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Greetings everyone...

Been looking over the web for a couple days for a manual for this, so I'm

trying here as my last resort.

I've got a Singer-Metrics (previously Panoramic Products) model SA-3 type T-2000 NC panadaptor that I need a manual for. Anyone have one?

I'm looking to modify this unit (or build an external osc/mixer) to put this 30 MC center frequency unit to use with the anchors in the shack...

Be happy to pay photocopy/mailling costs, or maybe I've got a manual that you need?

Thanks and 73,
Ben

Benjamin D. Hall, KD5BYB, Engine and radio collector / operator.
Located in Houston, Texas, USA.

e-mail: kd5byb@WT.net, web: ***down for refurbishment***

"An ye harm none, do what ye will."

Message-ID: <35A02197.E172216B@primenet.com>
Date: Sun, 05 Jul 1998 18:00:08 -0700
From: Randy Best <rbest@primenet.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Military T-195 - Still Looking
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Will the gentlemen who called me with (2) T-195's please call me back.
We did not exchange telephone numbers. Please call collect. I would like very much to have the unit installed and restored in my NATAO radio van for the Flagstaff, AZ hamfest July 24-26.

Thanks
Randy Best
WA7CPA

Home: (602) 266-2256
Office: (602) 222-9519

Date: Sun, 5 Jul 1998 18:34:25 -0700 (PDT)
Message-Id: <2.2.16.19980705183009.43d79a06@pop.igc.org>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: Dick Dillman <ddillman@igc.apc.org>

Subject: Little Window

The SX-101 on the cover of Moore's 4th has what appears to be a little window to the left of the tuning knob. None of my '101s, which all have suffixes after that designation, have the little window. Is that indeed a little window and, if so, what does it display?

Regards,

Dick

Dick Dillman
<ddillman@igc.apc.org>
WPE2VT W6AWO
Collector Of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

Message-ID: <35A02EAF.D49D858B@vifp.monash.edu.au>
Date: Mon, 06 Jul 1998 11:55:59 +1000
From: Morris Odell <morriso@vifp.monash.edu.au>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Zen and the art of R-390A (long)
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hi all,

It's done. The frog has become a prince. But it was a lot harder than in the fairy tales...

I refer, of course, to that icon of boatachordom, the R-390A. After 10 years, mine had definite frog like features - the stiff "crunchy" tuning, the non-operating dial lock, the vague megacycle detents, one or two intermittently non-working bands, a little noisier perhaps, maybe a bit deaf, and that annoying intermittent drop in audio level curable only by flicking the noise limiter on & off.

I'd prepared myself of course, or thought I had. Months of waiting for parcels of spares from Fair Radio spent in meditation over the manual and postings from Boatanchors & R-390. The endless discussions regarding

lubrication (do you get the "oils aint oils" commercials elsewhere in the world?), alignment practices, "to mod or not to mod - that is the question", known faults, cleaning methods - the surgical textbooks had nothing on this.

And the armamentarium - various sorts of screwdrivers and pliers, Bristol key, syringe & needle, cytology brushes, alignment tools, spanners, circlip removers with spare circlips, surgical forceps, frequency counter, VTVM, oscilloscope, signal generator, a fresh tip on the soldering iron (no expense spared when working on boatanchor royalty) and of course a "bench" copy of the manual that could withstand grease spots, note taking and the odd tantrum. I hadn't done any body building but I was sure I could wing it. To my dismay the holy Mobil-1 gear oil for anointing the geartrain is not available in Australia - panic in the Mobil station!! However Mobil do have a synthetic 90 grade gear oil especially for petrol heads available only in 20 litre drums and costing a staggering \$22 per litre. At that price it's really fit for a king. I persuaded a rather bemused mechanic to let me have 50 ml of the precious yellow fluid in a urine jar where it looks right at home and is enough for 25 overhauls.

Finally the day came. Euphoric from my recent experience driving in Los Angeles and living to tell the tale, I felt invincible. Down came the radio onto the bench, tuned to the magical 7+000 and off came the front panel. Out came the RF deck - what a mess! The geartrain was claggy with years of lubricants, dirt and gradually pulverized gears and detent material. At least the cams looked pretty good. One or two gears were very worn especially those that meshed with split gears where the spring tension had accelerated wear. Fortunately I had spares for these. I took the deck outside, perched it on a pile of newspapers and blasted the geartrain with automotive degreaser. At last I could see the fine structure of the mechanism and it seemed to turn a little easier already.

Checking the deck electrically showed that the resistors were all within 5-10% of value so I chose not to replace any. The deck had already been recapped before I got it, with polyester caps everywhere.

I'd known for a long time that the detent needed to be replaced so back on the bench I turned to that fearsome exploded view in the manual, picked up the Bristol key and took a deep breath. Sure enough, in a couple of hours I had the exploded view in reality right in front of me. It's quite a sight - when you see that you know you've got nowhere to go but up! Once I got the detent out, I could examine it carefully and found the wear pattern very interesting. The notched disc had come to resemble a trilobal cam with marked asymmetry of the wear pattern on each detent position. This was presumably due to the asymmetrical nature of the detent spring which itself was worn right through. I initially

had plans to replace the detent spring with a ball arrangement but settled for a replacement spring for the time being.

Like all explosions however, putting things back together is a much slower proces than taking them apart. Aided by the manual and various notes, I managed it although having an extra hand or two would have been appreciated. In the process of disassembly and reassembly I took the opportunity to improve on the synchronization of the various cams which were not quite what they should have been when I started. I also found that the crystal switch was half a band out of phase which was no doubt why some bands only worked part time. Reinstalling some of the split gear wheels that meshed with 2 or 3 other gears at once while maintaining the split gear tension was quite a feat. I used a 2 ml syringe of gear oil during the entire process, adding a drop or two at a time to each point as I came to it. For lubricating the slide rollers I used white grease sparingly applied with a cytology brush.

Eventually it was all back together with hardly any parts left over to speak of. I slipped it back into the receiver and synchronized the PTO with the frequency counter at the 7+000 position. Back went the panel with a new dial lock mechanism, on went the knobs and it was time to try it out. The mantra of the alignment procedure beckoned like a gregorian chant - the pleasure of seeing each band peak up as intended until its sensitivity exceeds that in the manual is almost a religious experience (am I laying it on too thick here guys??)

What a difference!! The kc tuning is now finger-touch light and silky smooth and the mc tuning has a lovely indexing action that is precise and firm. It makes that lovely clicking noise again as the counter ticks off the kilocycles. It's better that it ever was and a pleasure to use. I am constantly amazed at what a fine receiver this is.

The agonies of the IF deck awaited me - little did I know what horrors I was going to find there. But for now I was content..

73 de Morris VK3DOC

Date: Mon, 6 Jul 1998 00:26:12 -0500 (CDT)
From: Bill Hawkins <bill@iaxs.net>
Message-Id: <199807060526.AAA12590@citrus.iaxs.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Zen and the art of R-390A (long)

What a fine story, Morris. You certainly are an inspiration to those of us with untouched sets.

And you showed the proper respect for the pinnacle of vacuum tube receiver technology, too. Gregorian chants, indeed.

: -)

Regards,
Bill Hawkins

Date: Mon, 6 Jul 1998 00:39:52 -0500 (CDT)
From: Bill Hawkins <bill@iaxs.net>
Message-Id: <199807060539.AAA12621@citrus.iaxs.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Tek 547 quit triggering

BA folks,

My trusty 547 quit triggering on either A or B sweep. This happened while it was off, or on the way up. Auto sweep works and changes speed as you advance past the stable part of the trigger level knob range.

I have buried my manual somewhere in an avalanche of stuff that got moved to make room for some other stuff. I'll find it when I get organized ... Meantime, is there anything I could try to restore triggering? Does loss of triggering mean that the tunnel diode is bad? The last electron has gone through the tunnel and there's no more to be had? More to the point, is there only one tunnel diode to trigger both sweep channels?

Regards,
Bill Hawkins

Message-Id: <3.0.5.16.19980705233450.194f8948@istar.ca>
Date: Sun, 05 Jul 1998 23:34:50 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Ralph Parker <rparker@istar.ca>
Subject: SX-101 Little Window
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Dick Dillman asked:

>The SX-101 on the cover of Moore's 4th has what appears to be a little
>window to the left of the tuning knob. ... what does it display?

Hi Dick:

The first SX-101 ad (Oct/56 p.7) says "... has 2000` disc logging counter"
(substitute degree symbol for `)

Don't think it was ever produced that way. Now there's a cover with an "H"

on it, I think.

Ralph, VE7XF

Message-ID: <35A08543.4B4A@earthlink.net>
Date: Mon, 06 Jul 1998 00:05:30 -0800
From: "Don L. Davis" <dxguy@earthlink.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Little Window Again
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

The Dachis book shows a standard, round "h" logo where the Moore book shows the "window" for the SX-101. Moore & Dachis both agree on the SX-101A - there is nothing there.

IMHO, Dachis is the source on actual production Hallicrafters equipment. He is working with actual hdwr and first source documents (mostly). Moore tends to be fairly derivative, and uses a lot of old ad copy from various mags. I've seen a lot of old magazine ads (over a period of time) for the same piece of gear that look a lot different.

73s Don Davis DXGUY@earthlink.net

Message-Id: <199807060708.JAA05193@inet.uni2.dk>
From: "Ragnar Otterstad" <otterstad@inet.uni2.dk>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Europe - FS R 390 A
Date: Mon, 6 Jul 1998 09:02:20 +0200
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: 7bit

R 390 rack version made by Motorola for sale. Please email me if interested

73 Rag OZ8R0 Copenhagen

Message-Id: <199807061400.HAA21394@magpie.prod.itd.earthlink.net>
Subject: Re: TBY
Date: Mon, 6 Jul 1998 09:00:12 -0500
From: "Joseph W. Pinner" <kc5ijd@sprintmail.com>

To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"

>> Has anyone put a TBY on the air ? After WW2 there was
>>3-4 on the air around Chicago area. That group would work The
>>West coast with on problem. I have several and am thinking about
>>fireing them up.
>
>---i talked to one ham who had used such to work into mexico from
>northern USA.
>i would think that to use it today you might want to stabilise the
>power-vfo transmitter. since it's pushpull, maybe you could find a
>20-meter xtal (yes, rare) which would double into 10 meters and
>nondestructively hang that xtal from grid-to-grid ?? opinions, anyone?
>tnx, hue

I am not sure that modulated oscillators such as are used with the TBY
are even legal these days on the ham bands.

Don't know if anything other than another TBY (or BC-222) would have
enough bandwith to receive you either.

73

Joseph W Pinner
Lafayette, LA
KC5IJD
EMail: kc5ijd@sprintmail.com

Message-Id: <199807061400.HAA21457@magpie.prod.itd.earthlink.net>
Subject: HP-411A RF voltmeter FS
Date: Mon, 6 Jul 1998 09:00:19 -0500
From: "Joseph W. Pinner" <kc5ijd@sprintmail.com>
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"

I have a HP 411A RF Voltmeter for sale. It is in good physical condition.
Works OK but may need calibration. With standard BNC probe.

\$ 50 plus shipping.

73

Joseph W Pinner
Lafayette, LA

KC5IJD

EMail: kc5ijd@sprintmail.com

Message-Id: <3.0.32.19980706093814.006a5be0@revealed.net>
Date: Mon, 06 Jul 1998 09:38:24 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: "James D. Mayfield" <kb9bnr@revealed.net>
Subject: Need Tube
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Hi guys, I am in need of a 5R4GYB or a 5r4g, 5r4gty, 5r4gy, 5r4gya, any of these will work. If you have one or even two you would like to sell, I really could use one. This is for my hallicrafters HT-32 xmitter, which I use every day. If you have one please let me know, would be more than happy to pay a fair price plus shipping!

73 Dave

J. Dave Mayfield KB9BNR

<http://home.revealed.net/qste/bnr/kb9bnr.html>
kb9bnr@revealed.net
<http://home.revealed.net/qste/sale>

Message-Id: <3.0.32.19980706095129.00b404e8@revealed.net>
Date: Mon, 06 Jul 1998 09:51:38 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: "James D. Mayfield" <kb9bnr@revealed.net>
Subject: Submarine
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Hi Guys, I thought I would pass this along. Yesterday July 5th, I was traveling from the far north woods of Wisconsin on south home. When I saw a road sign, for the Wisconsin Maritime Museum. So we stopped. As it turns out the main attraction is a WWII sub, called the U.S.S. Cobia. This sub was really in very nice shape, as original as any I have seen. In fact most subs that are on display that I have seen, have had the watertight doors cut out, so that an elephant could walk thru. This did not. It was very nice, in fact they are in the process of restoring it to a point. Currently they are going thru the electrical systems, then they hope to get the engines running. My point in all this is the radio room (of course) I am not up on military radios at all, so I really don't know, but all the radios looked to be correct, it was a very nice radio room. I have spent a

lot of time learning about Germany U-boats, and have been on board two, I can tell you this. Our subs were like Cadillac next to the Germany boats, on a U-boat the radio room is about one third the size of the Cobia. Any way if you ever have the chance to stop by this museum in Manitowoc Wi, please stop and have a look.

I took my 8yr old daughter with, I told her as we were going thru the sub, that she could now tell her friends that she has been under water in an American sub. Which is true are the waterline was about one foot over her head, while we were in the sub!

73 Dave KB9BNR

J. Dave Mayfield KB9BNR

<http://home.revealed.net/qste/bnr/kb9bnr.html>
kb9bnr@revealed.net
<http://home.revealed.net/qste/sale>

From: JIM_ALLEN@HP-Cupertino-om5.om.hp.com
Date: Mon, 6 Jul 1998 09:00:07 -0700
Message-Id: <H000030e0ba4b637@MHS>
Subject: Manuals needed
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Content-Type: text/plain; charset=US-ASCII; name="cc:Mail"
Content-Disposition: inline; filename="cc:Mail"
Content-Transfer-Encoding: 7bit

I'm in dire need of a manual for a Lakeshore Phasemaster II transmitter. One for the matching VFO would also be great. I'll pay copy/shipping charges, etc. If you know of a commercial source, that would also help.

Regards,

Jim

KQ6LB

Message-ID: <35A0FB8D.DE99E389@geo-thermal.com>
Date: Mon, 06 Jul 1998 11:30:05 -0500
From: Lenox Carruth <carruth@geo-thermal.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>

Subject: Wanted: RBO Manual
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

A friend of mine, who is not internet literate, just bought a RBO receiver. He needs a manual or good copy. At a minimum, we need a schematic.

It is also missing the data plates. Anyone getting ready to throw one away that has good data plates? Yes, I know this is an impossible request but this group is famous for doing the impossible.

--

Lenox

Lenox Carruth, Jr. carruth@geo-thermal.com
Dallas, Texas
Collector of WW-II Communications Equipment and Memorabilia

Wanted: TCS-14 Transmitter, TBX, BD-71, Sextant

Message-Id: <v04003a00b1c6c0693033@[144.7.55.112]>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Date: Mon, 6 Jul 1998 11:03:20 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Tom Taylor <ttaylor@Adobe.COM>
Subject: Windows in amplifiers

I enjoyed the article on building a homebrew AM transmitter in the latest issue of ER. I wondered, however, whether a plexiglass window looking into the glowing finals contributes to TVI? I have a Viking II and it appears that considerable engineering has gone into making the case TVI-proof. The inside of the chassis, including the lids, are copper coated. There are mechanical copper "fingers" that electrically bond the cover to the main chassis. When I built my homebrew dual 4-400 amp, I was concerned enough about TVI that I put a piece of aluminum screen between the chassis and the blower. If putting a plexiglass window in the side of the amp doesn't contribute

to TVI, I'm getting out a sawzall and taking it to my amp :-)

Tom, N7TM

Tom Taylor
ttaylor@adobe.com

Message-Id: <3.0.1.32.19980706202743.007b4810@pop.ctv.es>
Date: Mon, 06 Jul 1998 20:27:43 +0200
To: Old Tube Radios <boatanchors@theporch.com>
From: "JOSE V. GAVILA (EB5AGV/EC5AAU)" <eb5agv@ctv.es>
Subject: Help: 516F-2 trouble
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Hi gang!

Today was the GREAT DAY!. After a complete cleaning of the KWM-2A set, I have connected the power to the unit and, after a while (about 20 s), I got a blown fuse :-(!. I was able to see an spark inside V1 (5R4) just before the fuse blew. As nothing appeared to be wrong with the unit, I put another fuse (I know sometimes these PSs are prone to arc, as happened to me with a KWM-2A I had some years ago), I replaced V1 with a brand new tube and connected again. Now, all the tubes in the KWM-2A lighted up and the S-meter went up, stay there a while and then went down. I could hear some background noise. NICE!!!!. Well, it seemed to start working but, a moment later, I got another spark at V1 (this time the fuse didn't break). I guessed that perhaps the HV was a bit high, and measured it: 1050VDC instead of 800VDC and 340VDC instead of 275VDC... Filament voltage was right, about 6.35VAC (by the way, my PS has the dual primary winding, and I'm running it at 220VAC). I have an scanned schematic here (thanks, Jay!), but I have no idea of what happens in the PS to get a voltage so high. Any idea will be highly appreciated!.

Best regards.

JOSE

73 EB5AGV / EC5AAU
JOSE V. GAVILA
Ausias March 46, 15
46910 Benetusser - VALENCIA
SPAIN

*** VISIT MY VINTAGE RADIO SITE - updated 24-June-1998 ***
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e-mail: eb5agv@ctv.es & eb5agv@amsat.org

End of BOATANCHORS Digest 2116
